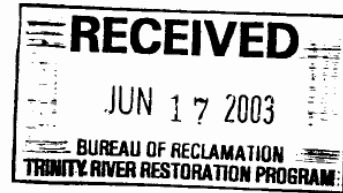


June 16, 2003



Doug Schleusner, Executive Director
Trinity River Restoration Program
United States Department of Interior-Bureau of Reclamation
P.O. Box 1300
1313 South Main Street
Weaverville, California 96093

Subject: Response to 'EA/DEIR, Trinity River Bridges Project' Document

Dear Mr. Schleusner;

We support the restoration of the Trinity River and welcome the opportunity to provide comments to the EA/DEIR document for the Trinity River Bridges Project.

The size of the document released for review is overwhelming. Detailed comments, in total, concerning our particular involvement has been impossible to completely achieve during the short review period allowed. Since our parcel has been identified as a 'temporary construction easement site' we realize that a subsequent contractual document will be forthcoming. Therefore, we reserve the right to further define specific needs and/or requirements that directly affect us in that document when it becomes available.

a.

The following comments pertain to the bridge replacement at the Salt Flat site.

No-Action Alternative

Replacement of the Bridge is of no value to us. We favor the low lying and unobtrusive profile of the existing Bridge. The No-Action Alternative is acceptable.

Proposed Action. Replacement Slightly Downstream of Existing Alignment with a Two-Span Structure

The proposed bridge width, profile and elevation will overwhelm an otherwise beautiful and serene area. Ascetically this is a great loss. We object to this giant structure. We feel it will have a detrimental effect on our property. If 'Proposed Action' is approved for construction we expect your development plan to offset this detrimental effect by including how the plan will enhance our property.

b.

We wish to deny vehicle access to the strip of BLM land West of our property and East of the River as our seep well and water supply line is located in this area. Also, we wish to avoid vehicular parking along the East approach road. Drawing #416-D-3507 indicates a section of the road to be approximately 25 feet wide at Sta 4+00. This will invite parking at this point. Please extend the North guardrail to Sta 3+70. Place no parking signs on both sides of the raised section of road.

c.

The Southwest corner of our property is identified with a Brass Cap marker. The Bureau of Land Management, as a result of the Cadastral Survey, placed this marker in 1986. It appears that the temporary access road and fill slope of the raised approach road will obliterate this marker. We wish to preserve this identifying location or a subsequent location(s) of similar value for future reference. It must be suitable for placing a surveyors transit.

d.

The North side of the raised approach road raises the following questions:

1. How is the slope to be landscaped, and
2. What storm water drainage provisions are being provided, and
3. What are the plans to keep this from becoming a debris collection area during high water flows?

e.

For us to proceed with consideration of our property becoming a 'temporary construction easement site' all of the above issues must be dealt with in a manner having a positive outcome.

Alternate 1. Replacement Upstream of Existing Alignment with a Two-Span Structure, Private Ownership

Private ownership on public land invites controversy. At some time in the future, this will undoubtedly lead to legal action for public access and control of the privately owned road. In turn, that will lead to a movement for development of a public access site on the BLM property. We wish to avoid all public access to the River at the Salt Flat location. We have no desire to support this option. Alternate One is not acceptable.

f.

Alternate 2. Replacement Upstream of Existing Alignment with a Two-Span Structure, Public Ownership

This invites the development of a public access site on the BLM property. We wish to avoid all public access to the River at the Salt Flat location. We have no desire to support this option. Alternate Two is not acceptable.

Sincerely,


James Lee Bonk


Billie Jo Bonk

P. O. Box 622
2513 Goose Ranch Road
Lewiston, CA 96052

RESPONSE TO COMMENT: 23

James Lee Bonk and Billie Jo Bonk

23-a: Thank you for your comment. Your comment has been noted, and will be transmitted to the Planning Commission, the Board of Supervisors, and federal officials for their consideration in connection with the merits of the proposed project. No further response is required.

23-b: Section 3.7 of the EA/EIR includes mitigation measures for temporary and permanent construction impacts to existing vegetation at the site. Construction of the bridge will be followed by implementation of a revegetation plan.

Section 3.14 of the EA/EIR. Page 3.14-42 concludes that the Proposed Action would result in no long-term visual impacts to key viewing areas in Visual Assessment Units (VAU) 1 and 2. VAU 3 will be impacted by construction activities and vegetation removal. However, implementation of revegetation as noted in Section 3.7 will reduce this impact to a less than significant level.

23-c: The Proposed Action design does not include a parking area at the left abutment/approach. Guardrails will be designed and placed in a manner consistent with CalTrans and Trinity County guidelines. The Proposed Action private bridge will not provide for public or agency access to BLM land.

23-d: It is standard to protect or replace recorded survey monuments. The construction documents will require that the monument be protected or replaced.

23-e: (1) Revegetation of disturbed areas will be implemented according to the mitigation measures described in Section 3.7 of the EA/EIR. Consultation with interested landowners of properties impacted by construction will occur during the revegetation design. Input from the landowners will be incorporated into the designs within the mitigation parameters described in Section 3 and with the approval of the appropriate jurisdictional agencies.

(2) The roadways, approaches, grading and bridge will be designed to drain stormwater in accordance with Caltrans and Trinity County guidelines and in accordance with the EPA General Permit for Stormwater. Interim stormwater erosion control measures will be implemented and maintained at the site to control erosion/sedimentation until the revegetation plant communities are established.

(3) The Proposed Action design does not increase the likelihood of river-borne debris from collecting on or near the left approach. No long-term maintenance actions regarding river-borne debris deposits are anticipated.

23-f: Thank you for your comment. Your comment has been noted, and will be transmitted to the Planning Commission, the Board of Supervisors, and federal officials for their consideration in connection with the merits of the proposed project. No further response is required.